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A British View of the New United States Navy.

No authority in England is better qualified to write about American naval expansion than Mr. JOHN LEYLAND, who has been editor of the standard British publication, *Naval Annual*, and was for five years editor of the *Army and Navy Gazette*; in fact, he has been a prolific writer on naval topics for a long time. In the *Nineteenth Century* for October Mr. LEYLAND deals with the great naval appropriations in the United States at the last session of Congress. "No other word than 'prodigious,'" he says, "can express the character of the gigantic development that is intended."

Mr. LEYLAND has some difficulty in getting at the causes of the great awakening in the United States. Among them he names uncertainly the German submarine campaign, the British blockade and suspicion of Japan. They all contributed, but perhaps nothing was so effective in stimulating naval expansion as the spectacle of treaties violated and international law repudiated by belligerents on both sides in the great war. There was a feeling abroad that if no compact was to be sacred and might was going to be right it was high time that the United States regained her old position of second naval power. The new naval preparedness is not aimed at Germany or Great Britain or Japan, but contemplates arming against aggression and bad faith from any quarter.

We are glad to see that Mr. LEYLAND understands the early attitude of President Wilson and JOSEPHUS DANIELS. He says that "President Wilson did not withstand the drift of public opinion," and that "even Mr. JOSEPHUS DANIELS, Secretary of the Navy, became a strong navy man" after he had made the navy "ridiculous" by his peculiar views concerning the navy as a temperance institution, every ship a "school in which youths would have the opportunity of improving their minds," and the whole fleet a "great naval university."

What happened was that the people demanded an adequate fleet and the President and JOSEPHUS DANIELS abandoned their little navy policy. If Mr. LEYLAND understood conditions in America better he would not have been amazed by "the unanimity" with which the opposing parties advocated naval expansion on a scale so great that Congress appropriated a larger sum for new construction than was ever voted by any other sea power in a single year. He is quite right when he says that "the steps already sanctioned by Congress will certainly introduce a new and powerful factor into the strategic balance of the world."

"There are among us those who doubt the ability of the United States to build the ships of the three years programme. Mr. LEYLAND sees no difficulty. He expatiates on the tremendous development in the manufacture of war material in this country. Except in England "the world has never seen the like," he says, and "therefore the new naval programme will find enormous resources and means behind it."

Fire Prevention Prevents.

Among the contributions to the observance of fire prevention day none is more interesting than the statistics prepared by the National Board of Fire Underwriters exhibiting the practical effects produced by the campaign of education that has been pressed throughout the country for the last few years. Here in New York there were 1,100 fewer fires in 1915 than 1914, the total loss for last year being \$2,490,703 less than that for its predecessor. The average loss in each fire was \$140.58 under the lowest previous record, while the per capita cost of misplaced flames fell by 32 cents to \$1.06, a figure not reached previously in the period for which statistics are available.

Chicago's 1915 record shows 1,238 fewer fires than the city had in 1914, with a saving of \$808,605. The Metropolitan district, which includes Boston and twenty-five towns, appointed a Fire Prevention Commissioner in 1914. In June of that year there were 1,337 alarms in the district; in June, 1915, the number fell to 835, and this year in the same month it reached 605, a decrease of 64 per cent, in twenty-four months. In 1914 Cincinnati had 2,138 fires involving an aggregate loss of \$309,473; last year there were 1,708 fires, costing \$365,570; the saving is to be attributed to energetic attempts to prevent fires.

not to more effective means of extinguishing them. Milwaukee with its fire department working for prevention in 1915 had 1,679 fires last year, against 2,361 in the foregoing twelve-month. Its losses in 1915 were \$487,000, against \$777,946 in 1914 and \$853,477 in 1913.

Encouraging though these figures are, the record of the nation is disheartening. The year 1915 saw losses of \$30,591,227 in dwelling house fires alone, and of this amount \$6,322,813, or \$17,323 for every day in the year, was charged to fires caused by defective flues and chimneys which should have been detected and corrected. Fire prevention has worked well in cities and will produce further savings in the future; but it is obvious that it must be extended to all parts of the country, urban and rural, before the appalling waste of national resources due to needless fires can be satisfactorily reduced.

Equal Enforcement of the Law.

Section 986 of the Penal Law of the State of New York provides that "any person who records or registers bets or wagers . . . with or without writing . . . upon the result of any political nomination, appointment or election . . . is guilty of a misdemeanor and upon conviction is punishable by imprisonment in a penitentiary or a county jail for a period of not more than one year." The same statute provides that any person who aids, assists or abets in any manner any of the said acts is liable to the same punishment.

According to a statement published by the *Evening Post*, \$9,000,000 had been bet in Wall Street on the outcome of the election before the close of business on Monday afternoon. "On Wednesday and Thursday more than another \$1,000,000 was put up by those who either wanted to hedge or reduce their losses," the *Post* adds. The publicity given to these facts seems to indicate that there is no apprehension whatever on the part of those who have engaged in these election bets that any attempt will be made to enforce the law against them. Indeed, the general interest of the community in the betting on the election shows that it is not seriously regarded as a crime and that an effort by the District Attorney's office to deal with it as such would be greeted with surprise if not amazement.

It is a serious matter, however, to overlook such wholesale violations of the criminal law and at the same time enforce with extreme severity other similar provisions against gaming. What, for instance, can the residents of the East Side think about the equality of the laws when they see a lot of boys haled before a Magistrate and threatened with dire punishment for playing craps on the sidewalk, when at the same time this betting on elections in flagrant violation of the law is absolutely ignored? One Magistrate a few weeks ago actually proposed to take the finger prints of some of these juvenile offenders. How would any of the gentlemen who bet hundreds and thousands of dollars on the recent election like to have their finger prints taken at Police Headquarters under the Bertillon system to insure their subsequent identification as violators of the criminal law?

Then we are told that millions of dollars are held on deposit by various banks and trust companies awaiting a final and decisive announcement as to the result of the contest for the Presidency. Are not these institutions also liable under the statutory provision to which we have referred for aiding and abetting a violation of the law by those whose money they thus hold?

The Constitution of Massachusetts boasts that the inhabitants of that Commonwealth live under a government of laws and not of men. If a like assertion is true in the State of New York, and it ought to be, there is no justification for the distinction which is made between the treatment of the craps shooter and the treatment of participants in unlawful betting upon elections.

American Shirts Abroad.

That intimate and practically universal garment the shirt is ever the subject of argument. The more man has tried to develop it from its earliest form, the more he has been criticized. America, emancipated from that snowy armor known as the hard boiled shirt, still struggles with the problems of stripes and checks, starched cuffs and soft, plump pasteboard. When the shirt maker does his work well the laundryman often wrecks the joy of the possessor. The war has not spared the shirt wearer. His 16-34 comes from the laundry with a bluish taint in the white parts and a starchily stiff sheen on the cuffs, reminiscent of the '80s. The laundryman explains that because of Europe he cannot get the right kind of soap, starch, bluing or labor. Beyond that he is in as good condition as ever. As for the pins, the pasteboard spine and the gloomy little collar button, he says that they are necessary for the preservation of his art in the transit of the shirt from folding board to chiffonier.

The great American shirt is being frowned at in the markets of the world; not because it is not advanced, but because it is. Recently there were complaints from Spain that the American shirts offered for sale there were all of the coat pattern. Young America demanded this style so that he could brush his hair before putting on his shirt. Old Castile wishes still to pull his shirt on over his head.

Our Consul-General at Rio de Janeiro, Mr. GOTTSCHE, informs Washington that Brazil also regards the coat shirt as "fantastic." Also, he says, the Brazilian haberdashers com-

plain that the American shirt is unreliable as to size of collar and length of sleeve; a cry not unknown in America. Another reason why American shirts do not appeal to the Latin American is the absence of the little tab which used to be placed at the bottom of the bosom. It is supposed to be buttoned to the trousers or drawers and thus keep the shirt from rising in billowy majesty. The Austrian, Italian and Portuguese shirt makers supply this tab, avoid the coat pattern and put the Yankee shirt to rout. As an American shirt commands in Brazil double the price that it brings in New York, the loss to our export trade is large because we do not give the South American what he wants. The Portuguese maker follows the wishes of the trade so closely that he "puts little buttons over the bleeps so that the sleeves may be pulled up and fastened." If South Americans want to roll up their sleeves, let us assist in the true Pan-American spirit.

Spectacular Athletics.

The football games of Saturday gave little encouragement to those earnest minded persons who would like to see the intercollegiate scrimmages conducted without the excitement attendant upon "general admission." The "gate money" at Cambridge and New Haven, at the Yale-Brown, Cornell-Michigan, Pennsylvania-Dartmouth and Pittsburgh-Washington and Jefferson contests would pay the yearly salaries of a university teaching corps, endow a home for superannuated sociologists or feed Belgium for a day.

But the dollar that follows the football flag is not by mandate of the faculty to be diverted to channels even of such usefulness. Probably, indeed, the eleven would play better if there were no raging crowds to disturb their delicate nervous balance. But the play is not the thing. The battle is between the cheering sections. The crowds make the spectacle which the crowds enjoy.

Then up with the banners of Crimson, of Orange and Black and of Blue! So long as the winners' heads are not turned nor the losers' hearts weakened by the struggle, the game is as good as it is great.

How to Move the Soldiers.

Between June 29 and November 11 the railroads carried approximately 1,300,000 soldiers to the Mexican border and returned 33,000 to the States from which they came. A special committee of the American Railway Association cooperated with the War Department in the troop movement, and its report on the work done has just been issued. The Quartermaster's department laid out the routes to be followed and these were "apparently arranged to give as many railroads as possible an opportunity to participate in the traffic." The result was that in some cases troops went "over circuitous routes with resulting dissatisfaction."

The committee finds that the mobilization camps were generally well situated but that little is known of possible points of concentration, and it recommends: "That an effort be made to obtain from the War Department a statement of possible concentration points on the Eastern coast, the Gulf coast, the Mexican border and the Pacific coast, and that the committee on transportation of the American Railway Association work out a series of possible and preferred routings from the several mobilization camps to such concentration points."

Generally the committee feels that the troops were moved expeditiously and comfortably. Delay and inconvenience were caused in some instances by inadequate loading facilities and by failure of the army authorities to describe accurately the men and material to be moved. To avoid repetition of this the railroads suggest that there be furnished to them a memorandum from each mobilization camp showing the number of men and the equipment for which transportation will be needed, and that the railroads be allowed to have agents for all the camps, whose names shall be filed with the War Department and who will be able to assume their duties promptly in case of emergency.

The Railroads are advised to file at least semi-annually with the general secretary of their association a statement of their passenger equipment and to devise a system of reports which will facilitate the despatching of troop trains. The excursion to Texas has taught lessons to all concerned in it. The committee says:

"The work of the special committee on cooperation with the military authorities in relation to the movement of troops has so far been largely one of organization for efficiency. It has been conducted, under pressure for prompt action, without previous preparation and without precedents. It can be done better another time. The experience has been valuable for all concerned, as it has developed mutual confidence and an understanding with the military authorities, which has made the work one without friction with the responsible representatives of the Government."

We have at least advanced from the day when the Colonel of a National Guard regiment undertook to operate one of the country's railroad systems and tied it into a hard knot. The keynote of the suggestions made by the committee is cooperation, and through that the grave problems of national defense will be solved.

Easthampton's Harbors.

The barbers of the Long Island village of Easthampton have suffered a crushing defeat in their attempt to raise the price of a haircut from twenty-five to thirty-five cents. The raise became effective November 1 and full returns just received from outlying precincts show that on that day the barbers polled only a few

handfuls. An overwhelming majority of the natives let their wives cut their hair, or cut each other's. The test was decisive because it is still the custom down the east end to have your hair cut the first of the month, and if the barbers could not do their usual business on November 1 at the advanced rate the fight was lost.

Some surprise was expressed by persons in other sections of Suffolk county that the barbers should have selected a winter month for their effort. Easthampton is thronged with city folks in summer. Why not raise the price then, when the chances of success would seem brighter? In answer to this the barbers pointed out that 90 per cent of the summer people are artists, musicians, poets, etc., and wear their hair long. The remaining 10 per cent is composed of business men, all permanently bald.

The barbers still maintain that the attempted raise was justified by the higher cost of bay rum and other tonorial necessities. Some of their customers, over Amagansett way, where the whites do all the sporting, have expressed a willingness, if necessary, to revert to the fashion of their forefathers, who wore tarry pig-tails. The whole subject will probably be threshed out next summer, when the people of the east end hold their Montaukuna.

Massachusetts has abandoned the open primary and returned to the old fashioned method of party management, under which Democrats, Progressives and Republicans must convince their voters to elect their own organization. This is distinctly reactionary; the Bay State is guilty of contempt of the new statesmanship.

Major-General GEORGE W. GORTHAUS will pass to the retired list on Wednesday of this week on his own application. This may be accepted as evidence of his positive belief that the earth movements which obstructed the Panama Canal have been finally overcome. General Gorthaus declared that he would stay on the job until the canal was safe, and if he were not convinced that satisfactory methods have been adopted to protect the prism he would not quit.

The tariff question as it is raised in political campaigns is purely and simply party bunk, and that applies to the Democrats as well as the Republicans.—SAMUEL GOMPERS.

Were the soup kitchens and bread lines of 1913-14 'partisan bunk'?

Those who have fancied all of Egypt standing all day in burnous and sandals making themselves for America will be interested to learn that the country of the Nile sent only \$24,315 worth of cigarettes to the United States in 1915 and bought in return \$32,810 worth of what the Department of Commerce calls haberdashery.

According to the Treasury Department the population of the continental United States is 103,002,000, and several of them do not own motor cars. The first product of Teutonic enterprise in setting up a free and independent Polish kingdom is a proclamation urging the Poles to raise an army to serve in intimate association with those of the Central Powers. The opportunities for Polish patriots to get themselves shot for treason are constantly increasing.

President LEE of the Railroad Trainmen announces that regardless of the constitutionality of the Adamson law, strikes will be called on January 1 against all railroads that do not obey its terms. The railroad men have apparently spent too much time in preparation for a fight to be willing to miss an opportunity for one.

The price of admission to a Waikiki show is two potatoes. The proprietor declares that the box office receipts will go to charity, but many of his patrons will suspect that a subtle scheme has been evolved to boost the high cost of movies.

Cigar prices are to be raised soon on account of increased cost of production. In most cases it is beyond the power of the manufacturers to save anything by lowering the quality of their product.

WHAT WE BREATHE.

Dilemma Task of a Lover of Fresh Clean Air.

TO THE EDITOR OF THE SUN.—Sir: In the house where I live, for five winters by actual experience the windows in the dining room in which from five to ten persons munch their food every day have been regularly closed for good since October 1 to April 1. Not for a fractional part of a second are they allowed to be opened between these dates.

In spite of and in keeping with this unhealthy craze, every other window in the house would be kept closed by the same effort to keep the air clean, health and cunning of a couple of men air fiends, myself being one of them.

Such is a condition and not a theory that would appear to be worthy of consideration of physicians and longevityists and particularly health departments. ANY ONE.

NEW YORK, November 11.

President Makes.

TO THE EDITOR OF THE SUN.—Sir: Does not the Constitution of the United States say that no woman shall vote for President of the United States?

J. W. ENKES.

NEW YORK, November 11.

The Constitution of the United States puts no restriction on the way in which Electors of President and Vice-President shall be named. It merely provides that "each State shall appoint, in such manner as the Legislature thereof may direct, a number of Electors equal to the whole number of Senators and Representatives in which the State may be entitled in the Congress."

In many States the selection of Electors was once left to the Legislatures; Colorado followed this system in 1876.

Only a Goat Could Do It.

First Goat.—How did you get right?

Second Goat.—Selling hat checks by eating my hat.

Harvard Aviation.

The turkeys are mounting.

The times are so vexed.

The high cost of thinking.

Will trouble us next.

McL. W.

ATTAR OF ROSES.

The American Consul at Sofia, D. J. Murphy, finds time to write a report on Bulgaria's "most ancient and most attractive industry," the production of attar of roses. Time was when this most potent of perfumes came from Persia or India. It was later as carried on camels to the sea, landed the rumor spread that attar of roses was a stranger to the rose, being made by spectacle German chemists from barrels of coal tar. But roses still bloom to be bottled, and Bulgaria is the rose district on the south slope of the Balkans. There, 1,200 feet above sea level, a district longer than Long Island and twice as wide is devoted to roses red and roses white. In the rose valley, where there are 20,000 acres of flowers, the perfume is like that of a florist's doorway.

The young bush is planted eighteen inches deep in a mixture of earth and manure. In May of the third year it blooms and is a paying property for the next twenty years. Every year 8,000,000 roses grow to name. They weigh perhaps 20,000 tons, for there are about 200 roses to a pound. Forty thousand roses will produce an ounce of the attar. Ten years ago Bulgaria distilled 225,000 ounces, but this year, owing to war or flower, only half that amount was produced. Paris has been the market for Bulgaria's roses since the war. Some of the roses have been sold at \$100 an ounce, but just before the war the Bulgarians sold it at \$12 an ounce.

MEAT WRAPPING.

The Packers' Defence of Gross Weight Selling Assailed.

TO THE EDITOR OF THE SUN.—Sir: Why does F. S. Hayward attempt to explain away the gross weight selling practice by saying that it means were not wrapped a loss would be sustained through shrinkage and the purchaser would be minus the sanitary protection afforded by the wrapper?

The wholesaler "has" the actual objection in attempting to claim sanitary protection for gross weight selling. With the victim of "provision price for paper" as the retailer has to bear the brunt of complaint from the swindled purchaser.

Let Swift & Company and all of the other packing concerns sell their provisions wrapped in the middle of the market and put it up to any one to keep the shrinkage, and I'll wager there will be no howling complaints such as now assail his unwilling ears, for he'll avoid six to eight ounces loss by keeping his goods moist in refrigerators and he'll avoid state or county penalties by purchasing what he needs in bulk and selling it in small packages.

All the crackers and corn meal products are sold at net weight and the container is not considered excepting in glass jar goods, and they can only be sold for "a jar," not a pound or one-half pound or any quantity less. The weight printed on the label of each and every jar or package.

To show the fallacy of the assertion that goods wrapped are sold on that basis and if not wrapped would be charged at a different price, let me call Mr. Hayward's attention to the fact that all of the products of his company are wrapped or unwrapped in certain cases and there is absolutely no difference in price. I mention certain sections and it is only where keen competition forces them to comply with some retailers' demands that the just practice of selling net weight prevails.

The law explicitly says the must mark correct weights on, for instance, boxes of pork loins, each wrapped in four ounce paper and then almost every box is net two pounds short and you can take it or leave it, for they have weighed it at place of shipment and the retailer must pay for the marked weight.

If Mr. Hayward be the consensus of Swift & Company then he should remember "the who excuses excuses."

LABOR LEGISLATION.

A Mere Manufacturer Observes Its Incidence on Trade.

TO THE EDITOR OF THE SUN.—Sir: We do not want to wait until after the election to see what the new labor laws will do to twelve hours a day are now doing the work under our beautiful free trade tariff on the labor and overhead cost.

The present tariff is the same on the manufactured articles as on the raw materials except that in order to make the present tariff work the tariff on the raw materials is higher than the tariff on the manufactured articles. This is a luxury. Has not the course of the war done to date absolutely vindicated his judgment?

NEW YORK, November 11.

FIGHTING THE SHYSTER.

A Nationwide Crusade Against Dishonest Lawyers Wanted.

TO THE EDITOR OF THE SUN.—Sir: Your article on "Fighting the Shyster" was reprinted in the *Daily News* and it is a fight to the finish. Too long have unprincipled men been a burden and a menace to the welfare of the country. They bring disgrace on the entire profession. Many there are who would long have been driven from the ranks of the profession by the law. May this crusade against unprincipled lawyers become national; then the pest will be removed.

RAYMOND VERNON.

DENTON, Tex., November 9.

The Sparrow in the Flying Pan.

TO THE EDITOR OF THE SUN.—Sir: The despised sparrow is good eating. A well aimed shot in the midst of a large flock will bag one dozen or more sparrows. Picked up and eaten, the sparrow is almost equal to the quail, and if his enemies will intimate themselves with the little scoundrel in that way he will disappear so fast that after a little while they'll be sorry that he is gone. DEBBIE LEBENBERGER.

NEW YORK, November 11.

Spaniards as Submarine Inventors.

TO THE EDITOR OF THE SUN.—Sir: Referring to priority in the invention of submarine boats, which is a matter of contention among some of the learned contributors to THE SUN, allow me to state that Mr. Narciso Monturiol, a native of Gerona, Spain, navigated the underwater of the harbor of Alicante in a submarine of his own invention between the years 1855 and 1862.

Later, in 1889-1890, Mr. Isaac Peral, a naval officer of Spain, invented a submarine which was considered a remarkable boat after several successful trials in the port of Cadix. These were not freak boats but boats scientifically conceived and practical.

A. TALAVALL.

NEW YORK, November 11.

NAVAL LOSSES IN THE WAR.

A Comparison That Makes Britain's Wastage Seem Unimportant.

TO THE EDITOR OF THE SUN.—Sir: In THE SUN of November 8 there was a wireless message from Berlin purporting to give statistics concerning the war losses sustained by the British navy to date. This message obviously emanated from the foreign branch of the official Wolff Telegraph Bureau, which has a long and worldwide reputation for misrepresentation and mendacity, but also has sufficient candor to print on its letterheads a note to the effect that it does not guarantee the accuracy of any item of news it circulates. In the interest of truth may I crave a little space in order to correct and supplement the naval statistics given in the message referred to? It states that the British loss in battleships and cruisers alone now stands at 501,790 tons, a willful exaggeration of the actual total to the extent of nearly 150,000 tons.

The following is a complete list of all the British battleships and cruisers which have been lost to date: Audacious, King Edward VII., Triumph, Bulwark, Formidable, Irresistible, Ocean, Goliath, Russell, Majestic, Queen Mary, Indefatigable, Invincible, Defence, Warrior, Black Prince, Natal, Hampshire, Agincourt, Duke of Devonshire, Aboukir, Cressy, Loch, Nottingham, Palmetto, Arcturion, Amphion, Hawke, Pathfinder, Hermes, Pegasus. The aggregate displacement was 386,755 tons. In addition, about thirty destroyers (not fifty) and twenty-five submarines (not seventy-six) have been lost.

For purposes of comparison it is worth while to set forth the corresponding German losses, about which Berlin maintains an eloquent silence. The following list takes into consideration only those losses which have been positively verified and deals only with battleships and cruisers: Kaiser class, one; "Kaiser class," Westfalen, one; "Deutschland class," Pommern, Lutow, Seydlitz, Von der Tann, Blücher, Scharnhorst, Gneisenau, York, Friedrich Karl, Prinz Adalbert, Wiesbaden, Rostock, Frankfurt, Elbing, Karlsruhe, Magdeburg, Köln, Mainz, Emperor, Kaiserin, Nürnberg, Königsberg, Bremen, Frauenlob, Undine, Ariadne, Hecla, Albatross. The aggregate displacement was 360,117 tons. In addition thirty to thirty-five German destroyers and 120 submarines have been lost. We should perhaps be justified in adding to the German losses the *Goeben* and *Blücher*, the Breslau, 4,475 tons, for both these vessels, resting at Constantinople, are lost to Germany for the duration of the war and it is highly doubtful whether they will ever see Germany again.

With regard to the British list, it should be observed that with one solitary exception, namely, the Audacious, every battleship or cruiser that has been lost has been officially announced by the British Admiralty. A diametrically opposite policy has been pursued by the German Admiralty, which habitually conceals every loss in the face of the losses known from neutral sources. It was not until survivors from the ships had been picked up by Danish and Dutch fishermen that Germany acknowledged the sinking of the giant battle cruiser *Lutnow* and the cruisers *Wiesbaden*, *Rostock*, *Elbing* and *Karlsruhe*. In the *Jutland* fight, her own ships saved the survivors of the two Kaiser class battleships and the battle cruiser *Seydlitz*, and almost certainly of the *Hindenburg* as well, the loss of these not unimportant units was kept dark for military reasons. Few impartial naval experts would in the face of the facts would hesitate to add 50,000 tons or more to the total of German losses, but as certain of these losses cannot be positively identified in the list, it should be added that the British vessel *Goeben* recently was reported as not a cruiser at all but a small mine sweeper, one of the many hundred now engaged in keeping the seas open to friendly and neutral navigation.

I do not wish to minimize the British losses, but I would point out that the German losses are in the main of the sea, which is the Allies' greatest asset and the sure guarantee of their ultimate victory. Considering all that command of the sea implies and its vital significance in the present war, Great Britain has purchased it at a relatively small cost. Nor must we be forgotten that in spite of these losses the British navy today is at least one-half as strong again in men and ships as it was on the outbreak of war.

What advantage, on the other hand, has Germany won to offset her 300,000 tons of lost naval shipping? She remains as largely as before in a state of force, and her one time immense oceanic trade, which represented 60 per cent of her entire revenue in peace time, has dwindled to a few hundred tons of rubber and nickel precariously carried by a submarine. Mr. Winston Churchill once declared that the strength of the German fleet was a "luxury." Has not the course of the war done to date absolutely vindicated his judgment?

NEW YORK, November 11.

RANGER AND AN ISLAND.

Something About the Place Where This Artist Painted.

TO THE EDITOR OF THE SUN.—Sir: It may interest many to whom the war has closed the gates of European travel to know that Henry W. Ranger, the American landscape painter who has just died, found on a little island near his studio in Newark, Conn., a landscape more varied and beautiful in every way than in the woods of Harbison or the forests of Fontainebleau. Mason's Island, where he painted many of his best canvases, was in his opinion for more attractive than places which have been visited by the thousands of tourists of the world, and he painted many of his best canvases there. The island is a strip of land about two miles long by a mile across, it is connected with the mainland by a narrow causeway, and is reached by a stone bridge. That bridge, built by the Indians, is supposed to date back to the time of Captain Mason, who wiped out the Pequots and received the island as his reward. The gift to the Indian fighter, retains its primitive character. It belongs to the artist's brother, two lineal descendants of the Colonial hero. The spirit of commerce, either in the form of land speculation or of large scale farming, seems never to have possessed the Masons, so that the island is to this day material for the painter. The new acre under cultivation, the group of fishermen's cottages at one end, the summer bungalows at the other, are merely points of contrast for the purely artistic beauty of cedar groves, the dignity of a broken countryside, the rocky hills dotted with stately poplars, a melancholy stretch of swamp land through which a stream flows, the way to the distant sea, a sassafras grove of exquisite grouping, the cool maple woods seen by light which filters in from clearings, the dramatic foreground of a large quarry, with contrasts of deep shadow and golden light, and a scene of nature's beauty which seemed as thick and vast as a forest of foliage, with its trees as mighty and noble in stature and branching as any in the best of Rousseau's or Dupré's canvases.

Ranger brought to this material, with a mastery of the sea, a sense of feeling for the coloring, the pattern, the textures, the clarity of light which make of this island a wonderful. Ranger has gone. So will the Mason's Island, I fear. Sooner or later the really speculator, the amusement place promoter, or some other of the many profit loving adventurers will discover it.

LOUIS WEINBERG.

NEW YORK, November 11.

STEWARDS MUST LIVE.

Knicker-Smith regards himself as the steward of his wealth.

Knicker-Smith is just the trouble, he expects tips.

Fits the Poor Downtrodden Farmer.

From the *Kittanning Post*, Free Press. It is said wheat will reach \$2 a bushel before the winter is over. Farmers of the county are said to have hundreds of bushels stored away without a market. The market is reached before disposing of it.

A. TALAVALL.

NEW YORK, November 11.

NEW JERSEY MENACES THE NATIONAL TRANSPORTATION SYSTEM.

Her Effort to Cripple New York Would, If Successful, Disrupt the Whole Freight Carrying Establishment.

Business men and lawyers who have studied the application by the State of New Jersey to the Interstate Commerce Commission for a differential freight rate in its favor against the city of New York are